

The book underlines that the EU aims for a type three resilience model in cyber security, characterized by flexibility and adaptability, relying on a common set of standards, values and norms, as opposed to type one resilience (relying on hierarchical governance and state sovereignty) and type two resilience (a more incremental approach) (pp. 25–9). Using this model of resilience, the author concludes that the EU is still only half-way to achieving cyber-security resilience: ‘what is emerging in the EU is hybrid governance across and within the main priority areas of its cyber security strategy; that is a mix of hands-on, hand-off and meta-governance’ (p. 188).

The book is well written and relies on in-depth analyses of existing literature and other sources. It is, however, occasionally too prescriptive—even if such a stance can help policy-makers position themselves. *Cyber security in the European Union* should be recommended reading for academics and political and military leaders who want to get a clear and extensive overview of the EU’s action and norms towards cyber security.

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The maritime dimension of European security: seapower and the European Union.

By Basil Germond. Houndmills, Basingstoke: Palgrave Macmillan. 2015. 241pp. £68.00. ISBN 978 1 137 01780 2. Available as e-book.

Over the last decade, maritime security has become a major challenge for the European Union and the migration crisis has placed this in the international limelight. With this context in mind, Basil Germond’s *The maritime dimension of European security* has been published at a crucial time.

The book provides a stimulating analysis of the importance of sea power and how the maritime dimension of European security shapes the EU’s external and security policies. At a broader level, Germond also discusses the maritime policies of those individual member states and other relevant actors (NATO, US, Turkey) whose activities are interrelated with the EU’s. The first part of the book offers a critical reading of the place of sea power in the twenty-first century. Germond proposes that powerful navies will ultimately increase the influence of the state (p. 11). In this context, naval forces, albeit not the main element of sea power, are perceived as its most important vector (p. 33). The author identifies four important components of maritime power, namely the projection of security, the non-military dimension, the environmental dimension and securitization and representation. As one of the most important components, the projection of security includes the state’s ability to address transnational threats at sea. Germond argues that this is not merely limited to military interventions, but encompasses a broad array of operations including deterrence actions and humanitarian assistance and search and rescue operations (p. 25).

Germond then examines contemporary maritime threats, namely terrorism, piracy, human smuggling, arms trafficking, energy insecurity and the degradation of the marine environment. This part of the book offers readers comprehensive historical case-studies of maritime operations. However, Germond does not provide a clear discussion of how these threats may affect the security of the EU. He suggests that securing the sea from transnational threats requires more than merely military operations by the naval forces (p. 89). Thus, it is vital to enhance interstate coordination and multilateral operations between various maritime actors, both at the national and international levels, to combat the maritime threats effectively.

The second half of the book is concerned with the maritime dimension of European and EU security. The maritime economy is notably essential to the EU, as a means of commu-

nication, as a resource for tourism and settlement and as a source of energy and fisheries. This has led European countries to maximize their naval forces. But despite EU member states possessing sufficient naval assets, Germond argues, lack of coordination has created inefficiencies such as duplications in procurement (p. 95).

Germond also critiques the complex system created by overlapping EU institutional agencies. These include the European Maritime Safety Agency, European Fisheries Control Agency, and European Defence Agency, broadly analysed in the book. The author also discusses the development of the EU's maritime dimension notably through the adoption of its first ever Maritime Security Strategy (MSS) in 2014, which emphasized the need for security at sea, explicitly addressing maritime insecurity faced by Europe and offering guidelines to promote better governance at sea.

In his conclusion, Germond outlines the prospects for EU sea power, first related to future cooperation between the EU and NATO. Germond suggests that NATO will remain a dominant naval actor due to superior military power, but the EU has an advantage in civilian and police operations (p. 193). Second, he emphasizes the importance of the MSS and expects the EU to continue to take an active role at sea in the foreseeable future.

The book has succeeded in giving readers a comprehensive account of the EU's maritime security framework. However, one possible issue that could be further developed is the impact of the migration crisis, particularly with the recent increase of deaths and the proliferation of trafficking networks at sea. This issue is undoubtedly shaping the EU's maritime policy at present.

Overall, this is an exemplary book and Germond is to be commended for providing a broad and far-reaching discussion of EU maritime security. The book will appeal to readers who seek a better understanding of EU maritime security and is likely to become required reading for scholars, policy-makers and students alike.

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Britain's future in Europe: reform, renegotiation, repatriation or secession? Edited by Michael Emerson. London: Rowman & Littlefield International. 2015. 176pp. Pb.: £19.95. ISBN 978 1 78348 372 3. Available as e-book.

The relationship between the United Kingdom and the European Union continues to be controversial, although in numerous respects the EU is now closer to the model of inter-governmental cooperation and market-led solutions favoured by Britain. The widening rift between the two has come at a time when the EU is facing complex challenges. *Britain's future in Europe*, edited by Michael Emerson, is an authoritative text that sheds light on British national interests within the EU. The book is based on the review of the balance of competences which was launched by then Foreign Secretary William Hague in July 2012, six months prior to David Cameron's Brexit referendum pledge in his Bloomberg speech. With 32 volumes, numbering 3,000 pages and drawn from 1,500 sources, it is a most comprehensive assessment. Although the review collected objective evidence, with open calls for contributions, it did not draw a clear conclusion, mostly as the two parties in the coalition government had radically different positions on Europe. With that in mind, the prime purpose of the review was to enlighten policy and public debates regarding the UK's place in Europe, and to answer whether the distribution of competences is fair or demands reform.

Britain's future in Europe agilely summarizes this vast amount of data in thirteen chapters. After an introductory executive summary, the discussion begins by posing three core questions regarding the balance of competences review, the EU's competences, and other